

BookletChartTM

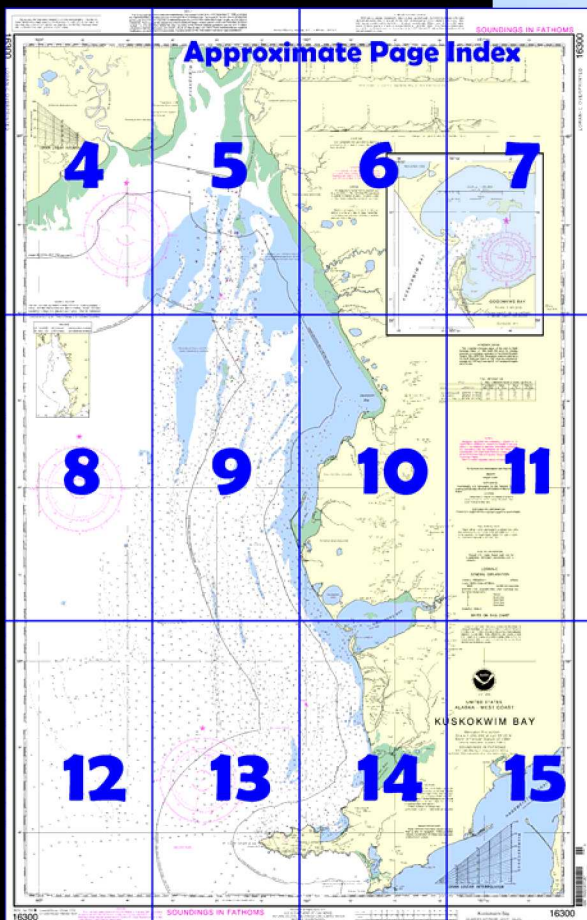
Kuskokwim Bay

(NOAA Chart 16300)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

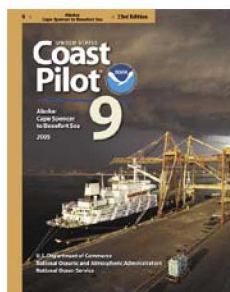
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 8 excerpts]

(254) **Cape Peirce** (58°38.0'N., 161°45.0'W.), of moderate height and symmetrical form, is 22 miles W of the S end of Hagemeister Island, and 15 miles SE of Cape Newenham. A shoal area, with depths of 2 to 3 fathoms over it and possibly less, is reported to extend some distance W from the cape. Depths of 19 fathoms, about 7 miles WSW of the cape, were found outside the charted 20-fathom curve.

Depths of 10 fathoms are found 2 miles S of the cape, and good anchorage in 10 fathoms is found inside **Shaiak Island**, (see chart 16300), just E of the cape. There are reports of good anchorage, sheltered from N weather, in the bight NW of Cape Peirce. To make the anchorage from E, give Cape Peirce a berth of about 3 miles and steer 009° for the junction of the NW end of the sand beach with the rocky shores; select anchorage at will off the sand beach. The approaches from W are clear except for the above-mentioned shoal.

(255) Cape Peirce is an important resting area (haulout) for Pacific walrus and nesting area for seabirds. Operating a boat in a manner which results in disturbing, harassing, herding, hazing or driving of walrus is prohibited under provisions of the Marine Mammal Protection Act. To ensure that walrus are not disturbed, marine vessel operators are requested to avoid transiting or anchoring within 0.5 mile of the Cape Peirce walrus haulout.

(256) **Kuskokwim Bay** and **Kuskokwim River** open into the Bering Sea N of the entrance to Bristol Bay. The bay, filled with many flats, and hard steep-to shoals, is entered between Cape Newenham and **Cape Avinof**, 93 miles NW.

(263) **Cape Newenham** is the landfall for this region, and can be approached close-to with deep water. It is the end of a peninsula formed by a series of rough sawtoothed mountains. These mountains terminate in a level plateau that forms the immediate cape. In S weather a heavy sea and tide rips occur off Cape Newenham. In 1981, during heavy N winds, the NOAA Ship MILLER FREEMAN found a good anchorage in a small cove on the S side of the cape about 0.4 mile offshore S of Jagged Mountain in 10 fathoms, sand and mud bottom. Satisfactory anchorage for S or E weather can be had in about 8 fathoms off the small cove on the N side of the cape and about 3.5 miles from its outer end. An aero radiobeacon (58°39.4'N., 162°04.4'W.) is shown from the N side about 3 miles E from the outer end of the cape. About 1.3 miles ESE of the aero radiobeacon is a parabolic antenna.

(265) **Jagged Mountain** is a well-defined peak, the highest of the Cape Newenham group. Viewed from N, its slopes appear jagged.

(266) **Security Cove**, 9 miles ENE of Cape Newenham, is a good anchorage except with NW winds; the usual summer gales are SE. The bottom is even and shoals gradually. The best anchorage in 3½ fathoms, mud bottom, is about 0.8 mile NE of Castle Rock and on the range of Castle Rock and the first promontory SW. Water can be obtained from a stream which enters the cove. There is also good anchorage in 2 fathoms with good holding ground in the middle of the bight on the SW side of Castle Rock. This anchorage is less affected by the ground swell making along the coast from Cape Newenham than the anchorage in Security Cove.

(267) **Castle Rock**, the SW entrance point of Security Cove, is a small prominent headland, 260 feet high, joined to the land by a low neck. At the NE entrance point of Security Cove is a conspicuous pinnacle rock, 169 feet high, covered with light tundra.

(268) **Chagvan Mountain**, between Security Cove and Chagvan Bay, is smooth shaped and terminates in two high rounded knobs.

(269) **Chagvan Bay** has a narrow shoal entrance. Inside it is very shoal and cut up by bars that are bare at low water.

(270) **Red Mountain**, just S of Goodnews Bay, is a reddish color and conspicuous. From N it appears as a long ridge with the highest part at its N end.

(271) **Goodnews Bay** is shoal except for a channel with depths ranging from 1¼ to 12 fathoms that leads through the entrance to a point about 1 mile inside. This channel affords good anchorage, either in the middle of the entrance or up to 0.8 mile inside the bay on a line approximately NE of the S tangent of North Spit. The diurnal range of tide is 8.9 feet. Inside the entrance the strength of the tidal currents reaches a maximum of about 2.5 knots in a direction parallel to the axis of the channel. (See Tidal Current Tables for predictions.) Along the NE shore of South Spit the ebb current is very strong, and during the flood an eddy sets N along this shore. The holding ground is good. Small craft can select from the chart a place that affords the best shelter. A restricted anchorage for small vessels is about 1 mile S of the S entrance point, but local knowledge is necessary for its use. The sea from the outside is broken by the shoals off the entrance and does not reach the anchorage. With S or E winds, tide rips dangerous for small craft occur in the channel. The spits at the entrance are shingle and steep-to.

Table of Selected Chart Notes

HEIGHTS

Heights in feet.

Corrected through NM Apr. 17/04
Corrected through LNM Mar. 30/04

NOTE E

Buoys in this area mark best water.
Charted hydrography is out of date.

July 2008

For Symbols and Abbreviations see Chart No. 1

NOTE B

The deep draft channel from Kuskokwim Bay Buoy 12 (59°53'41.7"N., 162°15'22.3"W.) northward to Bethel is marked by about 30 red or green oil drum buoys during the season of navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

NOTE C

Mariners are requested to avoid transiting or anchoring within a ½ mile of Cape Newenham due to large concentrations of marine mammals and sea birds at this site.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.793' southward and 8.104' westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the U.S. Coast Guard.

CAUTION

ADDITIONS AND FEET TO ELEVEN FATHOMS/
Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name (LAT/LONG)	feet	feet	feet	feet
Goodnews Bay Ent (59°03'N/ 161°49'W)	8.9	6.8	0.6	-3.0
Eek Channel (59°45'N/ 162°15'W)	12.3	10.2	0.5	-3.0
Apokak Cr. Entrance (60°08'N/ 162°10'W)	12.0	9.9	0.5	-3.0

(Aug 03)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31, 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

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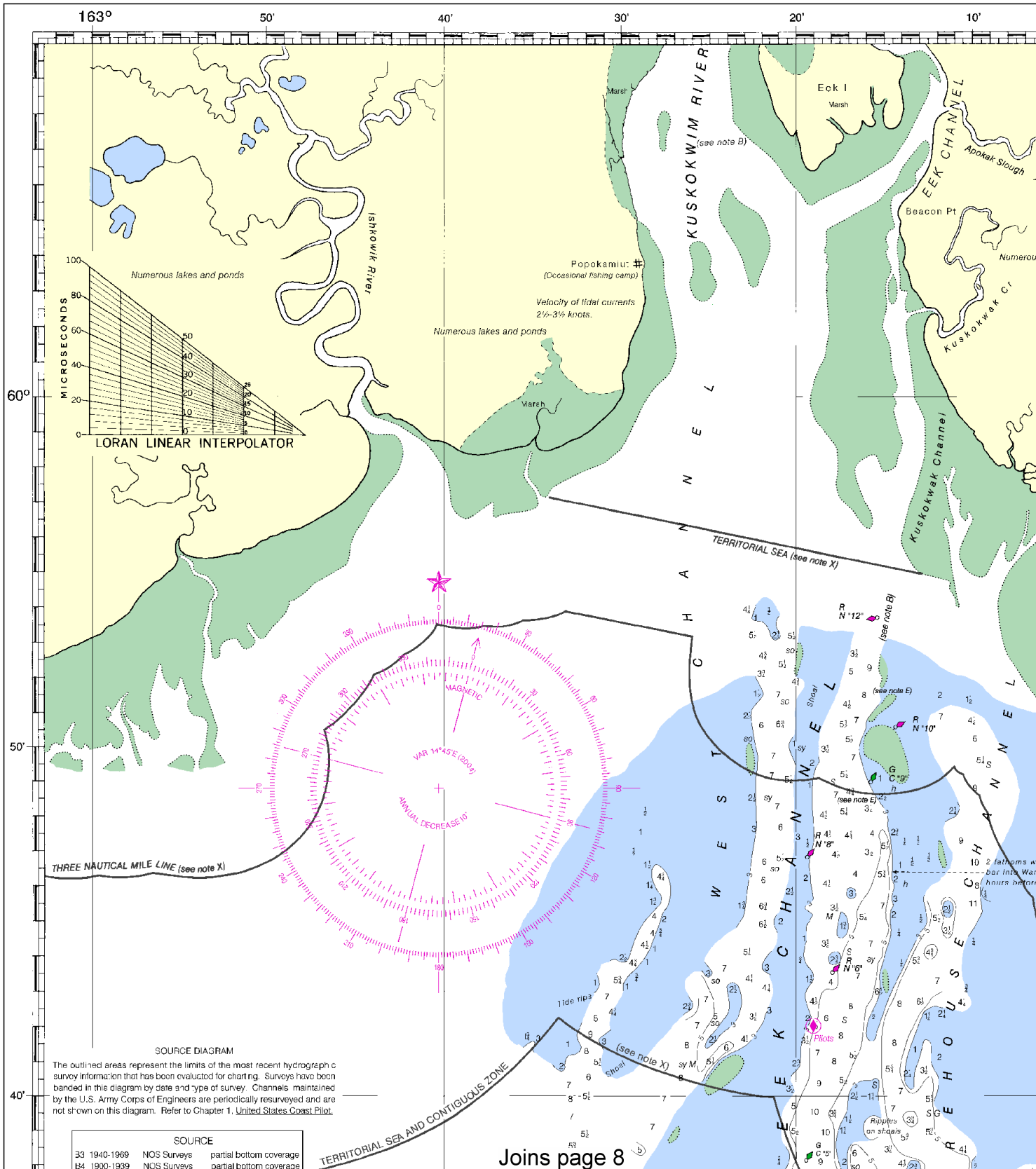
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Form

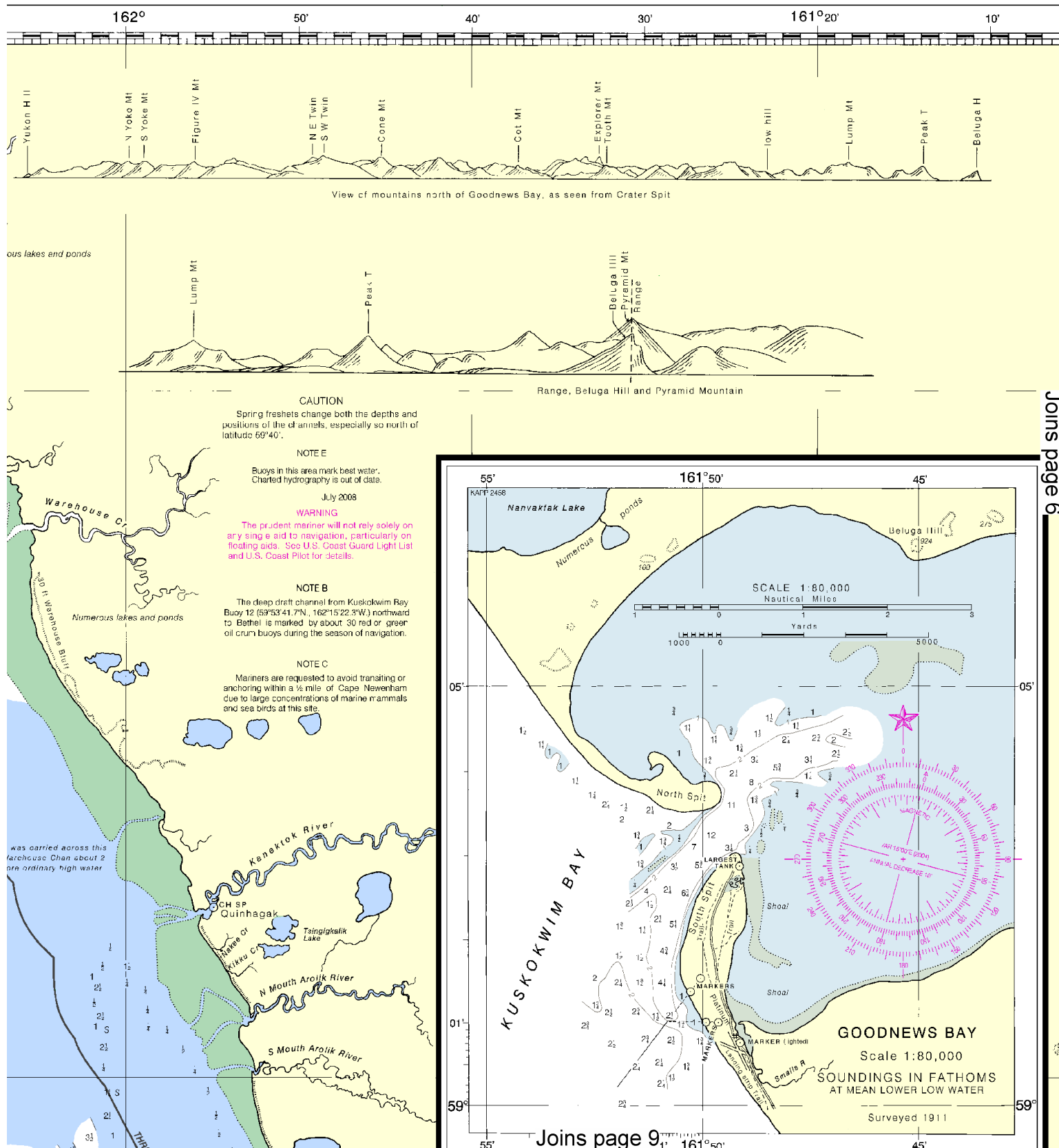
16300

LORAN-C OVERPRINTED



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SOUNDINGS IN FAT

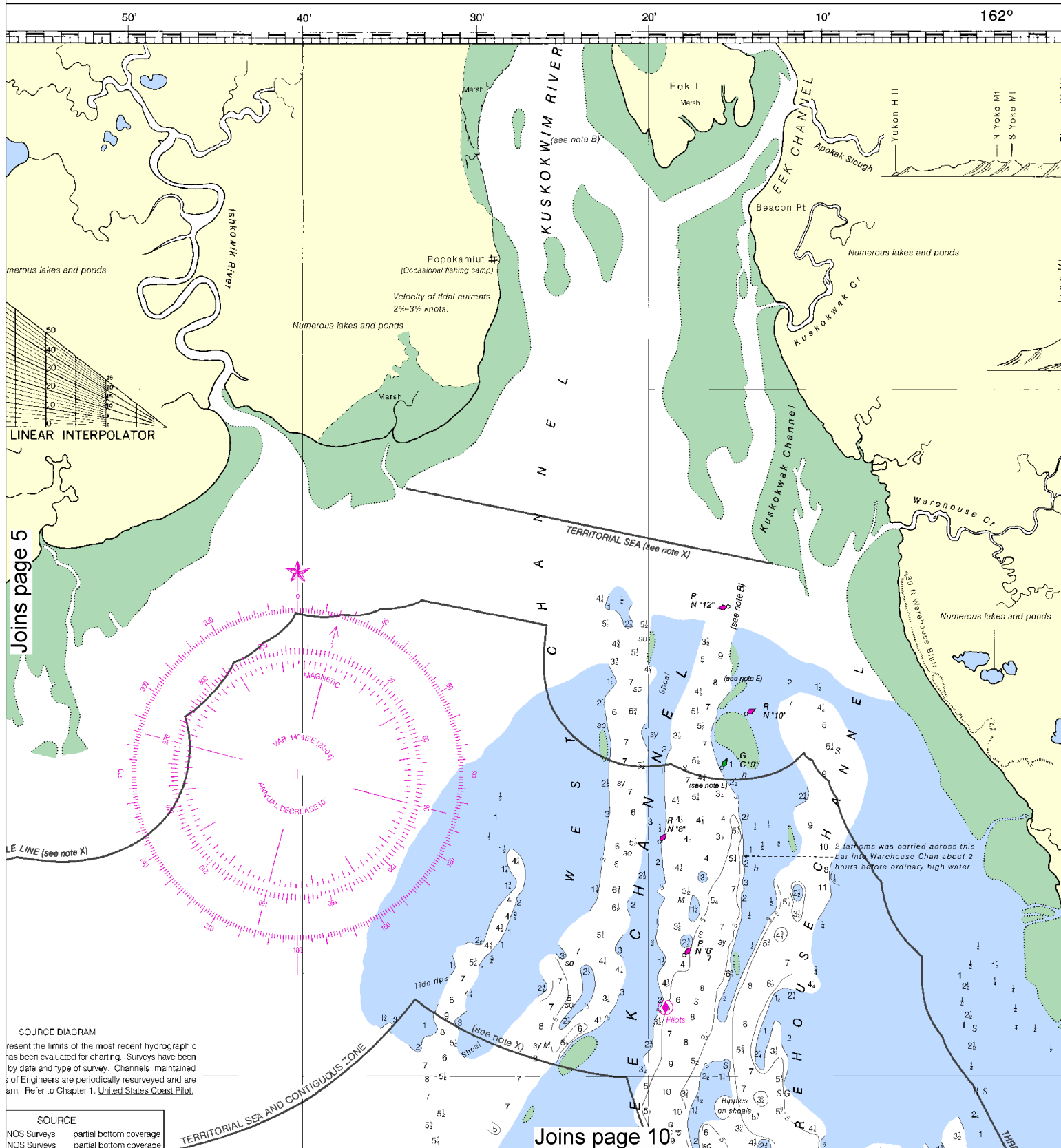


This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:285714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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Formerly C&GS 9103, 1st Ed., Mar. 1915 V-1915-162



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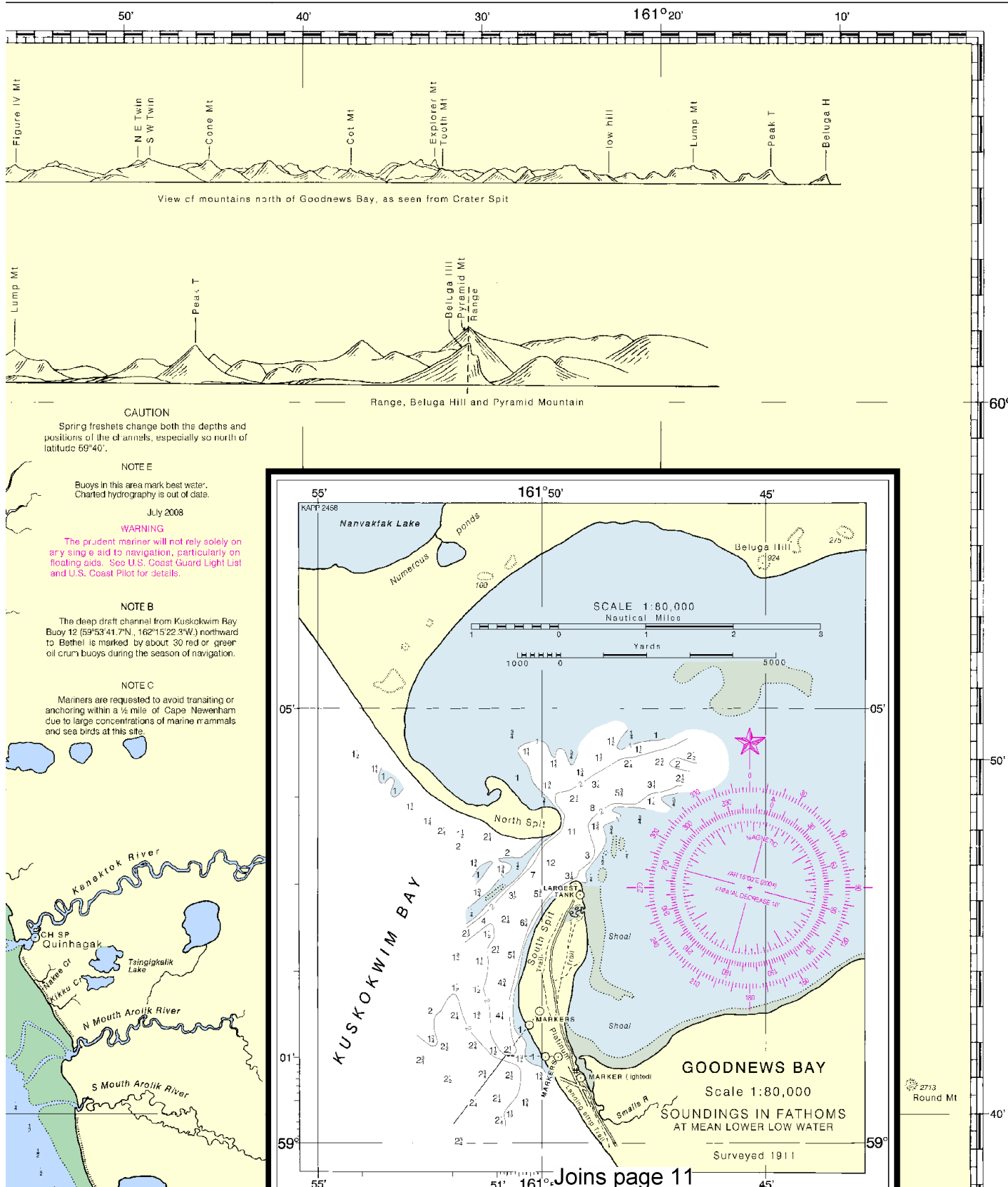


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SOUNDINGS IN FATHOMS

162 KAPP 2457



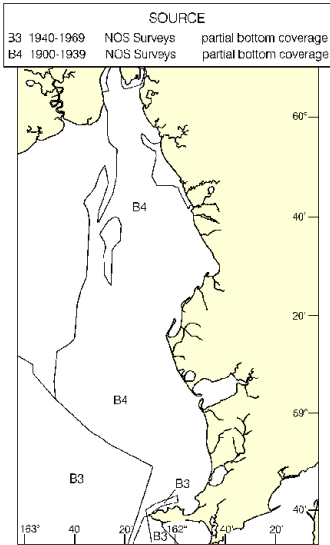
LORAN-C OVERPRINTED 16300

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0910 3/2/2010,
 NGA Weekly Notice to Mariners: 1110 3/13/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

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survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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TERRITORIAL SEA AND CONTIGUOUS ZONE

Velocity of tidal currents in main channels 2-3 knots

TERRITORIAL SEA AND CONTIGUOUS ZONE

Shoaling to 5 fms (rec 1974)

Joins page 12

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HORIZONTAL DATUM

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TIDAL INFORMATION

Name	[LAT/LONG]	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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Eek Channel	(59°45'N/ 162°15'W)	8.9	6.8	0.6	-3.0
Apokak Cr. Entrance	(60°08'N/ 162°10'W)	12.3	10.2	0.5	-3.0

(Aug 03)

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Refer to charted regulation section numbers.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet.

AUTHORITIES

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CAUTION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

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LORAN-C

GENERAL EXPLANATION

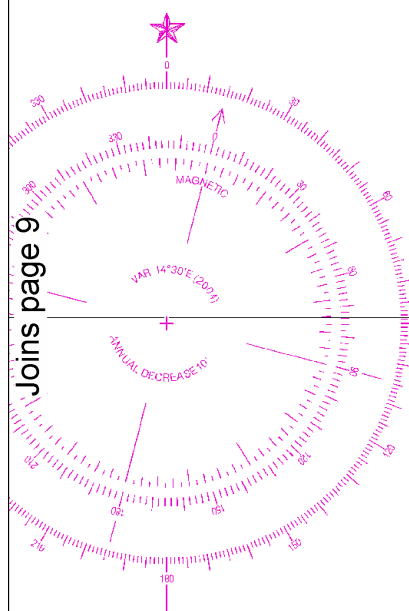
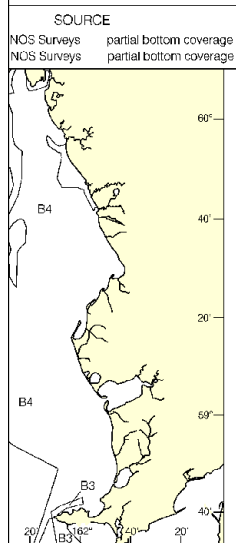
LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL
9990 99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-X

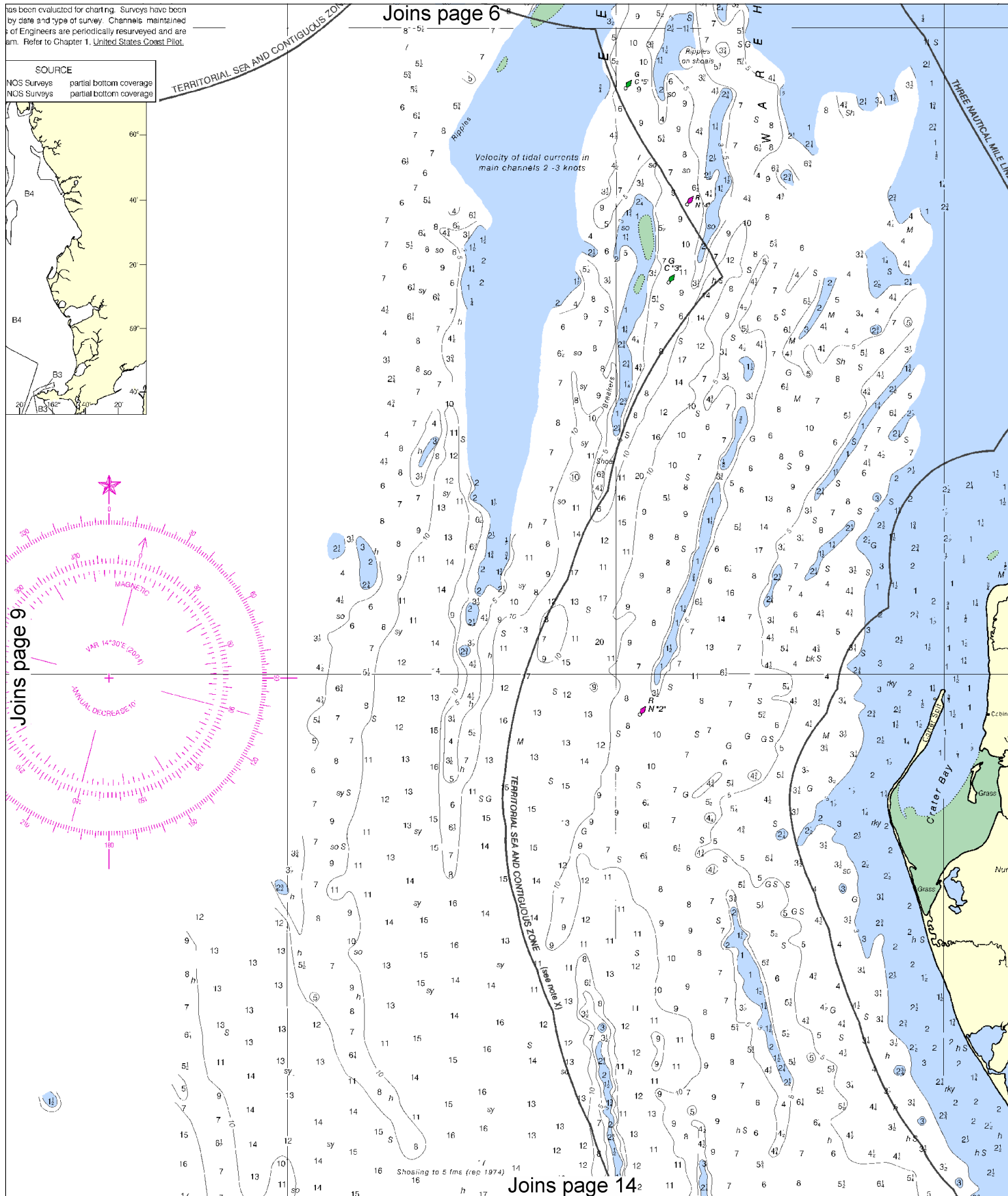
RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial Intelligence Agency or others should not be used.

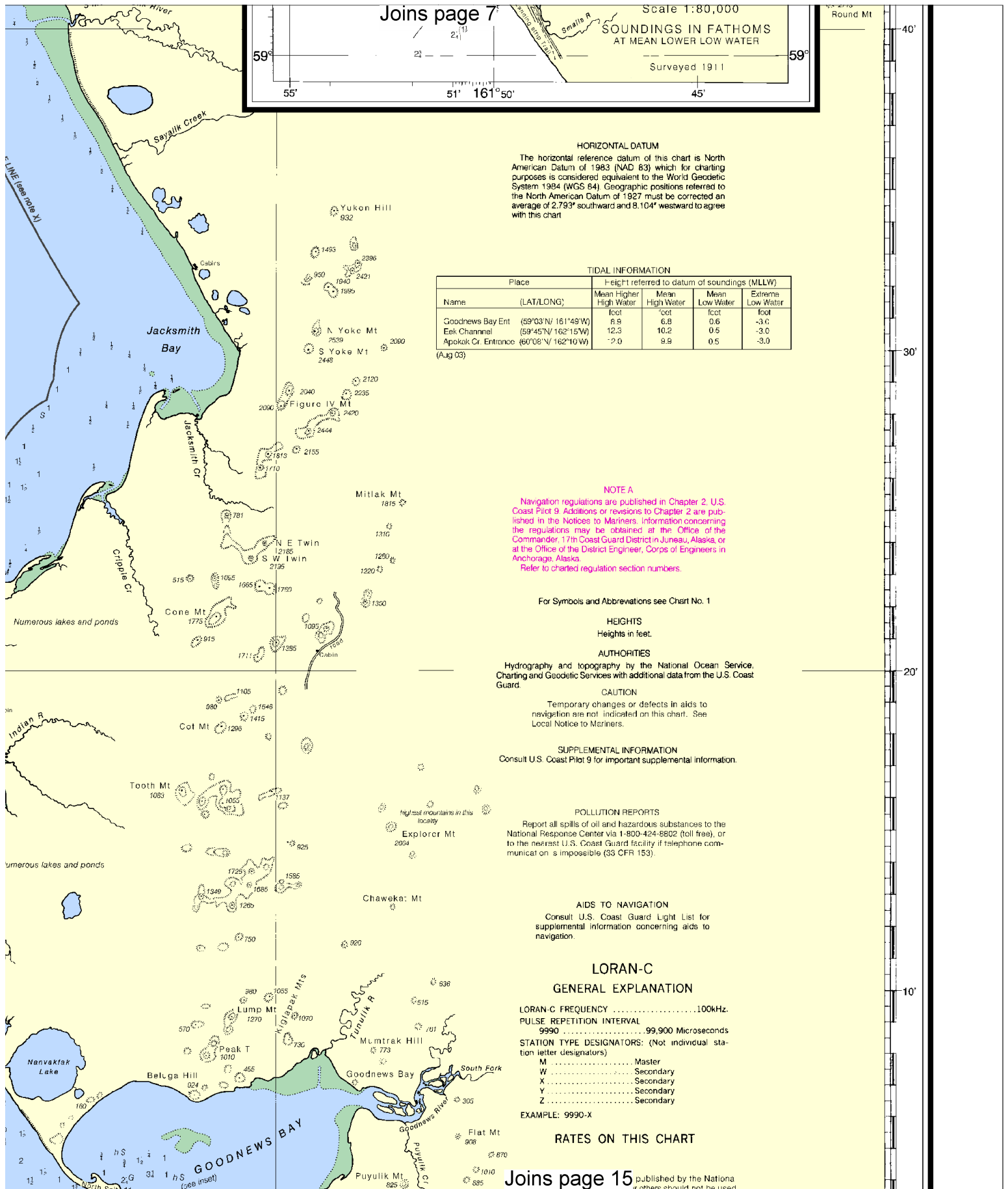
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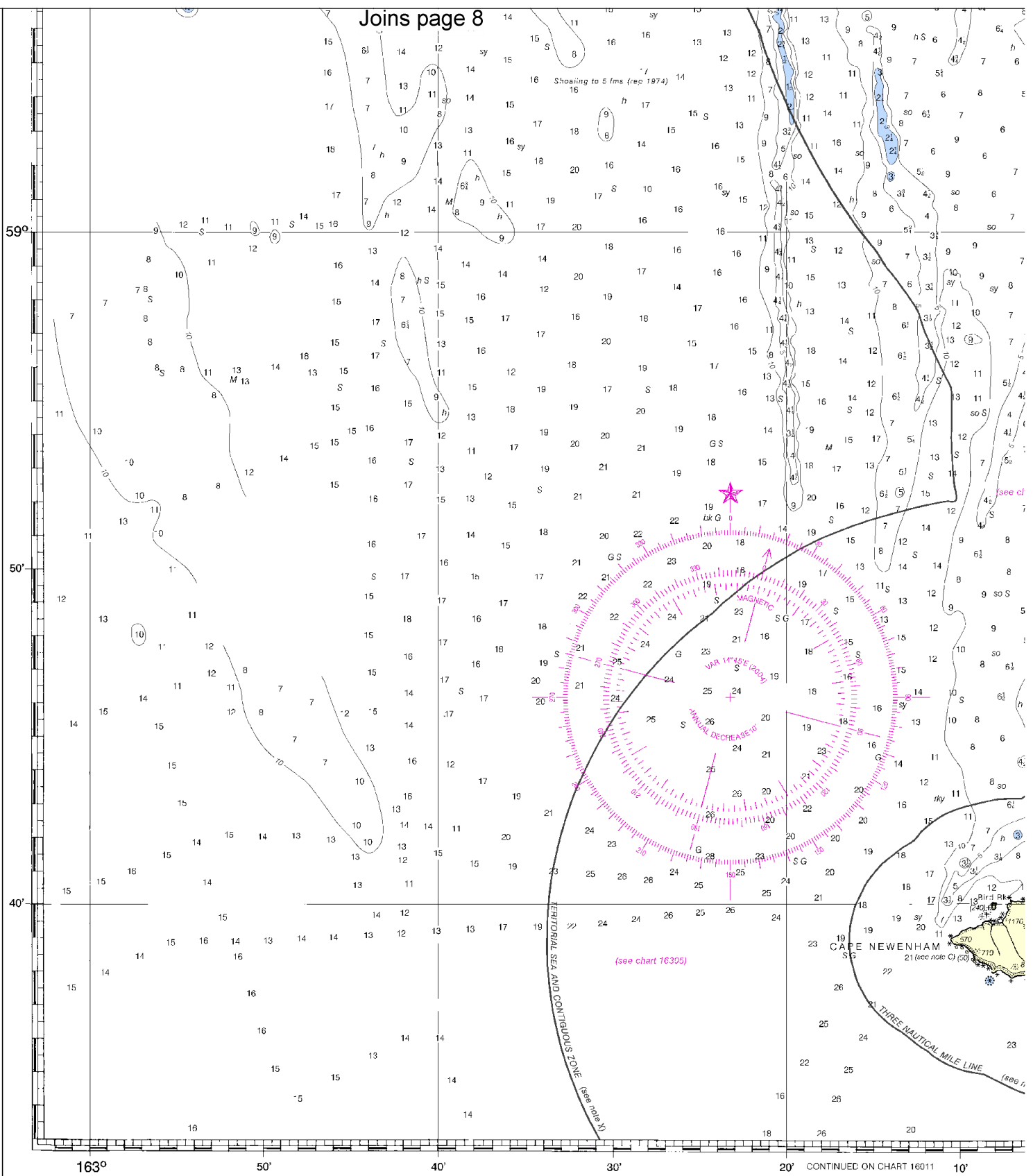
Joins page 6



Joins page 14



Joins page 8



9th Ed., Apr. 04 ■ Corrected through NM Apr. 17/04
Corrected through LNM Mar. 30/04
16300
LORAN-C OVERPRINTED

CAUTION
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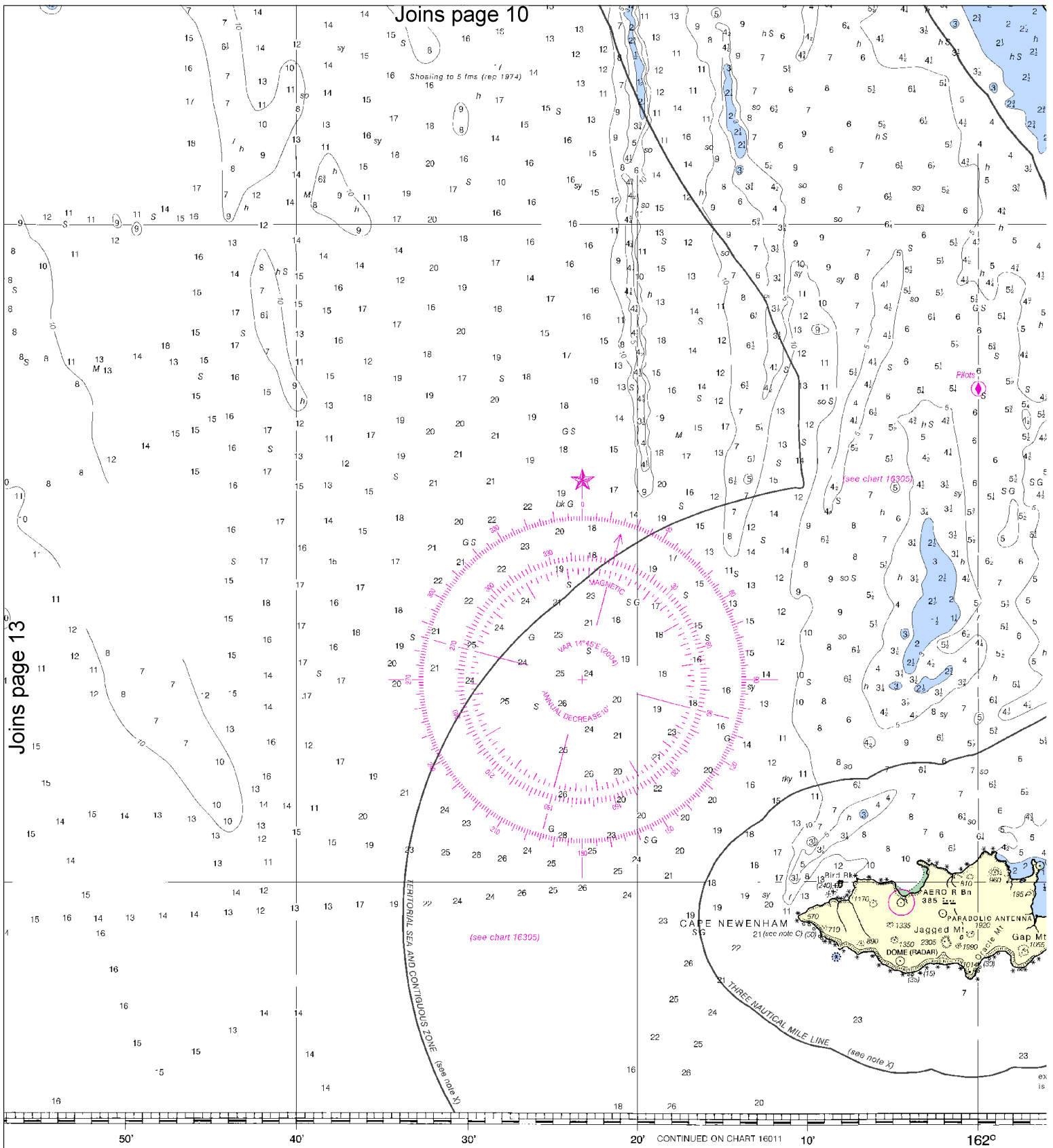
SOUNDINGS IN FATHOMS

NATI



Joins page 10

Joins page 13



through NM Apr. 17/04
through LNM Mar. 30/04

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SOUNDINGS IN FATHOMS

Published at Washington, D.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SURVEY
COAST SURVEY

REPRINTED

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RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



UNITED STATES
ALASKA - WEST COAST

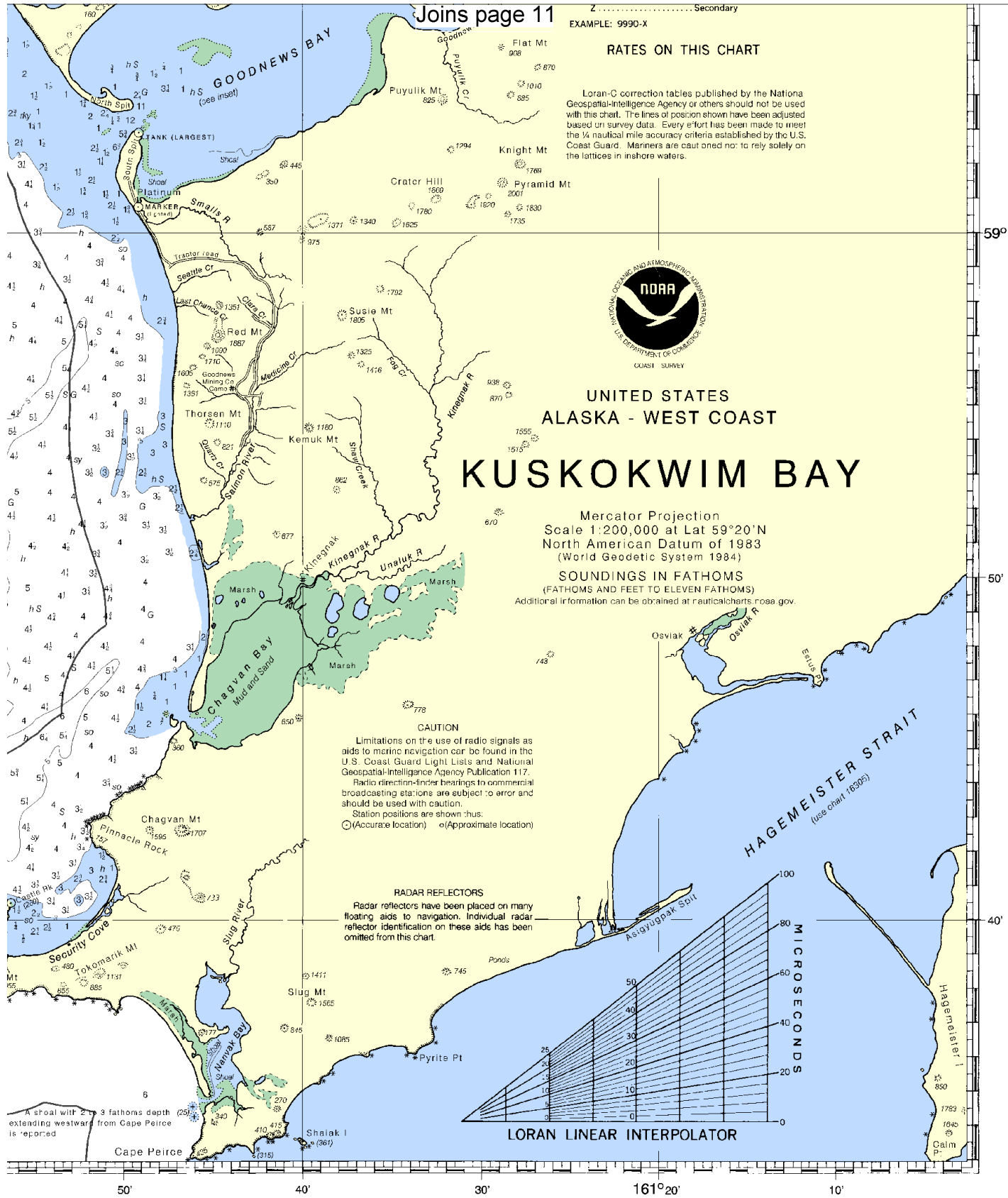
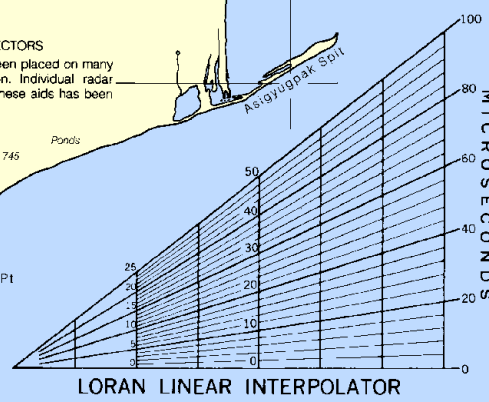
KUSKOKWIM BAY

Mercator Projection
Scale 1:200,000 at Lat 59°20'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



D.C.
MERCE
ADMINISTRATION
ICE

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Kuskokwim Bay
SOUNDINGS IN FATHOMS - SCALE 1:200,000

16300

LORAN-C OVERPRINTED



ED. NO. 9
NSN 7642014011267
NGA REFERENCE NO. 16BCC016300

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.